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HONGKONG, TUESDAY, JULY 31st, 1900. 式拜禮

號壹十叁月柒年百九千壹英港香

PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

A HIGH CLASS WINE. CHAMPAGNE— BOLL & Co.

PRICE:—
PER CASE 1 DOZ. QUARTS..... \$40
PER CASE 2 DOZ. PINTS..... \$42

IMPORTED ONLY BY
**A. S. WATSON & CO.,
LIMITED,**
WINE MERCHANTS.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have assigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

41 NAPIER JOHNSTONES

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

41 JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned,
Fine Old HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 20th July, 1897.

**CUTLER, PALMER
& CO.'S**

PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong. [42]
**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME-TABLE.

WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
10.45 a.m. to 11.30 a.m. Every quarter of an hour
11.30 a.m. to 12.30 p.m. Every quarter of an hour
12.30 p.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 2.30 p.m. Every quarter of an hour
2.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 3 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [41033]

FOR SALE.

CHAS. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SEAL
\$38.00 per case of 1 dozen quarts
\$40.00 per case of 2 dozen pints.
E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT AND CO.'S
BOTTLED ALE & STOUT
SIEMSEN & CO.
Hongkong, 5th May, 1899. [40]

WO FAT & CO.

**SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,**
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-NONE CARTRIDGES:—
Loaded with With Powder.
Powder only. and 1 oz. of Shot.
Primrose Cases... \$5.65 \$7.40
Pegamoid Cases... 6.25 8.00
Ejector Brass Cases... 6.90 8.65
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.

Hongkong, 27th July, 1897. [1377]



AQUARIUS (PURE TREBLE DISTILLED WATER ONLY USED.) "A PERFECT TABLE WATER."

"An AERATED WATER of the Highest Quality both from a Manu-
facturing and Sanitary point of view."—JOHN MURKIN, Ph.D., F.R.S.
(Edin.), London, Past President of the Society of Public Analysts of
Great Britain.

"Either drink no Water at all or drink only DISTILLED
WATER."—St. James' Gazette, London.

Telephone 75.

CALDBECK, MACGREGOR & Co.,
AGENTS, AQUARIUS COMPANY,
15, Queen's Road.

COTTAM & CO., HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c.

FRENCH ISIGNY BUTTER.

FRESH SUPPLY JUST RECEIVED

IN PRIME CONDITION.

PRICE PER 1 LB. TIN ... \$0.80
" " 2 " " " " " " \$1.55

LANE, CRAWFORD & CO.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

C.P. & Co.'s INVALIDS' PORT,

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassell.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY.

BLACKBERRY.

LEMON.

PEACH.

PINEAPPLE.

BANANA.

STRAWBERRY.

LEMON SQUASH.

ORANGE.

CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG.

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

**NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.**

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.
ROBINSON PIANO CO., LD.

LIGHT SUMMER WINES.

	1 doz. Bottles.	2 doz. Bottles.	4 doz. Bottles.
MEDOC ...	\$4.50	\$5.00	\$ 8.00
St JULIEN ...	6.50	7.50	10.50
CALIFORNIA CLARET ...	4.50	5.00	8.00
ZINFANDEL ...	5.00	5.50	8.50
SAUTERNE ...	7.00	8.00	
CALIFORNIA RIESLING ...	6.00	7.00	
CALIFORNIA HOCK ...	6.00	7.00	

H. PRICE & CO.

12, QUEEN'S ROAD.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,

Entrance: ICE HOUSE STREET (Victoria Hotel)

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

NOTICE OF REMOVAL.

B. BROTHERTON HARKER,
ARCHITECT, &c.

I HAVE This Day REMOVED my Offices
to FIRST FLOOR OF No. 17, QUEEN'S
ROAD CENTRAL.
Hongkong, 28th July, 1900. [2105]

NOTICE OF REMOVAL.

THE WANCHAI GODOWNS.

T. RAUCHENSTEIN & CO.

WE have This Day REMOVED to FIRST
FLOOR OF No. 17, QUEEN'S ROAD
CENTRAL.
Hongkong, 28th July, 1900. [2106]

NOTICE OF REMOVAL.

THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY.
have this day been Removed to
9, PRAYA CENTRAL,
Entrances East Lane, recently Messrs.
Wendt & Co.'s Offices, behind Messrs. Shewan,
Tomes & Co.'s premises.
Hongkong 1st May, 1900.

PROFESSIONAL NOTICE.

DENTON E. PETERSON.

DOCTOR OF DENTAL SURGERY.

10, DES VŒUX ROAD, CENTRAL.

DR. PETERSON wishes to announce that
he has RESUMED his DENTAL
PRACTICE in South China and may be
consulted at his New Office—
10, DES VŒUX ROAD CENTRAL, 1st FLOOR.
Hours 10 A.M. to Noon, 2 to 5 P.M.
Hongkong, 28th July, 1900. [2097]

NOTICE.

IN THE MATTER OF THE CANTON
ELECTRIC LIGHTING AND
FIRE EXTINGUISHING COM-
PANY, LIMITED (in Liquidation).

NOTICE is hereby given that the Creditors
of the above named Company are re-
quired on or before the 4th day of AUGUST, 1900,
to send their names and addresses and the particu-
lars of their debts or claims to Mr. LI YUK
TONG, of the WING LI UN FIRM, No. 83,
Bonhomie Strand, the Liquidator of the said
Company.
Dated this 27th day of July, 1900.
C. EWENS,
Solicitor to the above
named Liquidator.

VICTORIA

CYCLE

EMPORIUM.

THE pleasure of cycling, consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Bargains can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a speciality.
MCKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [2461]

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.

The Only
Award
Chicago, 1893

NUMBERS FOR USE BY BANKERS

Barrel Pens, 225, 226, 262

Slip Pens, 332, 333, 287, 100,

404, 7,000.

In Fine, Medium, and Broad
Points

THE NEW TURNED-UP POINT, 1032,

283

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

[44]

THE

PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.

Tel. 53.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMI-
LIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A

FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRAPE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.

Cuisine Excellent, Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "Hingkee". [1919]

"BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.

MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted), by the "Magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 P.M. and Macao at 8 A.M.

Connection made by Company's Steamer to
and from Canton.

Tourists should not miss the chance of
visiting this famous old City.

For Terms, apply

J. H. CHESNEY,
Manager.

Telegraphic Address, "Boavista." [1034]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY

Per Case
1 doz.A—THOMAS'S BLEND, White Cap-
sule.....\$10.80D—WATSON'S GLENORCHY, MEL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark.....10.80C—WATSON'S ABELOUR-GLEN-
LIVET, Red Capsule, with Name
and Trade Mark.....12.90D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule.....14.40E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00THOMAS'S BLEND and WATSON'S
GLENORCHY are high class Soda Whiskies,
of greater age than most brands in the
market.ABELOUR GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
be sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only accepted for
Cash.
Telegraphic Address Press—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

MARRIAGE.

On the 27th June, at St. Michael and All Angels',
Blackheath Park, by the Ven. Archdeacon A. E.
Moule, B.D., father of the bridegroom, and the
Rev. A. E. Barnes-Lawrence, M.A., Rev. George
Hemmer Morris to Elvira Mary, eldest daughter
of H. A. Bernau, of Lou.

DEATH.

On the 27th June, at Basildon, Alpine Road,
Ventnor, VINCINIA, widow of the late Hon. J. F.
Ender, M.L.C., Hongkong.

The Daily Press.

HONGKONG, July 31st, 1900

As will be seen from our Canton correspon-
dent's letter, there is an impression among
the Cantonese (though it is not accepted as
a correct impression) that Viceroy Li
HUNG-CHANG is about to return south, his
mission at Shanghai having failed. That
the "mission" would fail was obvious at
the start, and we can hardly believe that so
old a diplomatist as Li imagined otherwise,
even though he, if any one, knows the weak-
nesses of the nations of the West in dealing
with China. Who imposed the mission on
Li he has not condescended to explain, so
that he laboured under the double burden
of having to offer ridiculous proposals and
of having no credentials to show from any
Government which the rest of the world re-
cognized. Seeing now the futility of fur-
ther attempts to deal with the foreign
representatives at Shanghai unless he can
prove that he is the accredited agent of some
legitimate central authority capable of di-
plomatic intercourse with other nations, he
can gain nothing by a further stay at Shang-
hai. It is unlikely, if not actually impossible,
that he can proceed further north. He can-
not indeed be sure of his reception by the
Boxer-led criminals who have landed

China in her present position. There re-
mains the alternative of returning to Can-
ton, where the name of Li HUNG-CHANG is
still awe-inspiring, and where, if he con-
tinues in the policy which he maintained
before his recent mistaken departure, he may
yet prove of service to his countrymen.
Shanghai, we know, will be glad to see him
gone; so too will the Yangtze Viceroy, as
the *North China Daily News* pointed out
in an article in Thursday's issue. His pre-
sence there only adds to the difficulties
of their position, which are gradually
becoming greater. If it is true that
CHANG CHIH-TUNG, Viceroy of the Hu-
kuang, is doubtful of his ability to re-
train his troops many days more, affairs on
the Yangtze are indeed precarious, and Ad-
miral SEMMOUR has not arrived a moment
too soon at the river mouth. But unfortu-
nately the fleet can do no more than safe-
guard the coast. The defence of the status
quo in the interior must be left in the hands
of the Viceroy, who in their turn can only
rely on the personal loyalty of their troops.
If these fail them, nothing can prevent the
accomplishment of the anti-foreign party's
desire—the extinction of the foreigner in the
interior in China, for all who have not yet
fled must perish. News from the Yangtze
will now be awaited with eagerness
second only to news of the Peking prisoners.
But in these days of exaggerated rumours it
does not do to accept the most authoritative-
looking statements without the utmost cau-
tion, and we must be prepared to await fur-
ther intelligence of CHANG CHIH-TUNG before
concluding that an outbreak in the Yangtze
Valley is upon us.

A woman residing at No. 37 D'Aguilar Street
died this morning from opium poisoning. The
case is being enquired into by the police.

During the 48 hours preceding noon yester-
day there were reported 7 fresh cases of plague
and 8 deaths. The numbers for last week were
33 cases and 34 deaths.

Last week's return of visitors to the City
Hall Library and Museum shows that 336 non-
Chinese and 92 Chinese visited the former
institution, 145 non-Chinese and 1,717 Chinese
the latter.

The Captain of the transport *Vinco*, which
arrived yesterday informs us that on the 27th
inst. he passed the ship *Dalcarric* of Glasgow,
from New York to Shanghai, 105 days out, who
wished to be reported "all well."

The German Emperor has ordered that each
member of the crew of the gunboat, *Luchs*,
which was the first to leave Germany for China,
shall receive one of the photographs of his
Majesty and the crew taken on board that boat.

The U.S. cruiser *Bufalo* left the harbour on
Sunday night for Taku. Yesterday the French
gun-vessel *Vipre* arrived from Saigon. Her
principal figures are—displacement 480 tons;
i. h. p. 441; guns, two 5.5 in., two 3.9 in.; speed
12.3 knots; complement 89.

Mr. Ho Tung and his wife are among the
departures by the American mail steamer *China*
to-day. They proceed to San Francisco and
then across the American continent, whence
they will go on a visit to England. Mr. Ho
Tung takes the Colony's best wishes with him.

The Italian Admiral Canolani, who arrived by
the *Fieramosca* on Sunday, came ashore yesterday,
being received by a guard of honour composed
of Welsh Fusiliers, with band, colours, and
goat. Captain Bancroft was in command and
Lieut. Guithier had charge of the colours. Con-
sul Volpicelli welcomed the Admiral as he stepped
ashore. The Admiral subsequently paid his
respects to the Governor and Major-General
Gascogne.

At the offices of the Public Works Depart-
ment yesterday afternoon, Mr. G. J. W. King
offered for competition three lots of Crown land.
Quarry Bay Inland Lot No. 5 was purchased
by Messrs. Butterfield Swire for \$800 (\$20
above the upset), and Rural Building Lot No.
105 by Mr. G. W. Playfair for \$1,024 (\$29
above the upset). Messrs. Shawan, Tomes,
and Co. bought Hung Hom Inland lots Nos.
225 and 226 for \$124,500, which is at the rate
of 57½ cents a foot.

Sir Wilfrid Lawson last month, speaking
on behalf of peace, said that if he had had
his choice he would infinitely have pre-
ferred to be a Chinese Boxer rather than
an English Jingo, for the former merely
sought to expel foreigners from his own land,
whilst the latter went to other countries in
quest of men to slay. It is difficult to imagine
Sir Wilfrid Lawson "merely expelling" his
political enemies after the approved Boxer
methods, for Sir Wilfrid is essentially a man
of peace and temperance in all except language.

According to the chief officer of the *Hinchin*,
which arrived at Shanghai a week ago, the effect
of lyddite on the Chinese has been terrific. In
the graveyard at the back of the Tientsin
Railway Station were thousands of dead
Chinese, all killed by Lyddite, and a naval
officer late from Africa said its effect on the
Boers was nothing to what it had been on the
Chinese. In the native city, families were
found sitting in their houses, all killed by
Lyddite fumes. They appeared to have seen
there was no escape, so accepted the inevitable.
A British sailor went up to a Chinese who was
leaning against a wall holding his rifle. As
the sailor approached he found the man to be
quite dead. He, too, had succumbed to Lyddite
fumes.

The Singapore Government Cadets in China
have been ordered to return to Singapore.

For conspicuous bravery at the capture of the
Taku forts, the Tsar has conferred the Fourth
Class of the Order of St. George on Captain
Dobrovolski, commander of the Russian gun-
boat *Zobr*, who commanded the combined
squadron, on Captain Silman, commanding the
gunboat *Korveta*, and on Lieutenant Semys-
chiff, Desdenoff, and Titoff.

The Captain of the steamer *Islanda*, which
arrived from Bombay yesterday, reports that
on the 27th inst. he passed a sailing ship, in lat.
11.10 N., long 110.39 E. by the name of *West-
gate*, of Liverpool, from New York to Hongkong,
who asked to be reported "all well." On the
28th inst. in lat. 14.33 N. and long 112.37 E.
passed the *Raidown*, of Dublin, who also asked
to be reported "all well."

Colonel A. R. F. Dorward, C.B., D.S.O.,
who has been appointed Brigadier-General in
China, has been since August, 1889, at Wei-
haiwei as Civil and Military Commissioner,
and Colonel on the Staff for the R.E. He
joined the Royal Engineers in July, 1868, and
has served with distinction in the Afghan war
of 1870-80, and the Burmese Expedition in
1885-8. He was promoted Brevet-Major and
mentioned in despatches for his services during
the Afghan war, and in the latter war, *the
C. Express*.

Five men were brought up at the Magistracy
charged with being concerned with an armed
robbery near Kowloon City. They were remand-
ed until next week. They are charged with
entering a house on Saturday night. They had
swords with them, and because the master and
his wife objected to their taking away his goods
they attacked them with their swords, cutting
off one of the master's thumbs and slashing
him about the head. They then ransacked the
premises and decamped with property valued
at \$50. On their departure the police were
informed, and the master was taken to the
Hospital. Later on the prisoners were arrested
with some of the stolen property in their
possession.

Aguinaldo, while resisting the Americans in
1898, requisitioned the produce of two rice
mills in the Island of Luzon, north of Manila.
The owner, Senor Molinos de Arroz, had in-
sured the rice at Lloyd's against damage
"directly caused by the war." The under-
writers, however, objected to pay, since, they
said, the rice was only "requisitioned." A-
guinaldo had given receipts for all he took,
and the policy, they declared, did not cover his
inability to redeem these receipts. Precedents
from 1870 were cited before Mr. Justice Big-
ham, who on 28th inst. tried the mill-owner's
claim. "The Germans," said Mr. Justice
Walton for the underwriters, "when at war
with France, requisitioned goods and gave bills
on the French Government." Mr. Justice
Bigham: "I did not know Germans were
humorous persons." In the result the judge
decided that the underwriters must make good
the \$15,000 lost by Senor Molinos de Arroz
through Aguinaldo's requisitions.

Robert John McEachern, a seaman employed
on board the *Monmouthshire*, had a lively time
on Saturday night, the result being that he
found himself at the Magistracy yesterday
charged with assaulting a sampan woman and
damaging her boat to the extent of \$4. It ap-
pears that he had been ashore on Saturday and
was returning to his ship in the evening in a
slightly "elevated" condition. He hired a sam-
pan at Kowloon Wharf, and as he was being
rowed towards his ship by a woman and girl he
became obstreperous. He got hold of the
woman and girl and during the struggle the
latter fell into the water. She, however, does
not appear to have come to any harm. For
safety the sampan people rowed their boat
against a lighter. The defendant got on board
the lighter and the crew kept him still until
the arrival of the police by fastening him up.
On the defendant promising to pay \$10 com-
pensation the case was withdrawn.

The following naval appointments have been
notified at the Admiralty:—Lieutenants:
Charles R. Mansel, Howard B. Wilson, Frederick
B. Noble, Arthur K. Betty, all to the *Centurion*,
additional, to go out with draft for China at
the end of the month, all to date from June
22. Sub-Lieutenants: Francis C. Harvey and
George P. Legard, both to the *Centurion*, to go
out with draft for China at the end of the
month, both to date from June 22. Commander
J. B. Eustace to the *Centurion*, additional, to
take charge of ratings for China, to date June
21. Assistant Paymaster R. A. M. Burridge,
to the *Centurion*, additional, to date June 21.
Staff-Surgeon J. McC. Martin, to the *Centurion*,
to date June 25. Surgeons R. C. Munday and
N. J. Roche, to the *Centurion*, to date June 25.
Lieutenants: Francis M. Leake, to *Bramble*,
Philip Walter, to *Britomart*. Sub-Lieutenants:
John A. Follows, Charles S. Forbes, to *Brito-
mart*; Francis M. Hodgson, Malcolm H. B.
Macdonald, to *Bramble*. Surgeons: G. B.
Brown, to the *Britomart*, and J. W. Bird, to
the *Bramble*, to date June 28. Assistant Pay-
master R. A. M. Burridge, to the *Centurion*,
additional, undated, to go out with draft in the
Jelanga.

LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Nippon Maru*, with
malls, &c., from San Francisco to the 10th
inst., via Honolulu, has arrived at Yokohama,
and left for Kobe port yesterday morning via
Inland Sea, Kobe, Nagasaki and Shanghai.
The Imperial German Mail steamer *Koenig
Albert* left Kobe via Nagasaki and Shanghai
on Sunday, the 29th inst., and may be expected
here on or about Wednesday, the 8th August.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 30th July, 5.30 p.m.

NEWS OF PEKING ON THE 22ND—
THE STATE OF THE LEGATIONS.

A Chefoo telegram yesterday brought
news from Peking on the 22nd inst. that
the Germans had ten dead and twelve
wounded. All the Legations were damaged
and five had been destroyed, including the
French, the ruins of which were still de-
fended by guards.

ATTACK TEMPORARILY
SUSPENDED.

The Chinese attack on the Legations
ceased on the 16th inst., but is renewable at
any moment. Relief, continues the message,
is very urgently needed.

EMPEROR AND EMPRESS IN
PEKING.

The Emperor and Empress (Dowager)
are in Peking.

GREAT ATTACK ON NEUCHWANG.

It is reported that ten thousand Chinese
attacked Neuchwang yesterday.

THE WAR IN SOUTH AFRICA.

London, 29th July, 7.35 p.m.

FRENCH OCCUPIES MIDDLEBURG.

It is officially announced that General
French has occupied Middleburg unopposed.
DE WET AND STEYN SURROUNDED.

An unofficial report states that Comman-
dant Christian De Wet and Mr. Steyn are
surrounded on the Vaal River.

DEATH OF THE KING OF ITALY.

It is with deep regret that we have to
announce that the Italian Admiral Count
Caciopoli, last night received a telegram
stating that His Majesty King Humbert
died suddenly on Sunday night. His Ma-
jesty was 56 years of age. As an active
promoter of the cause of Italian Unity and
noted for his personal bravery, King Hum-
bert was deservedly a most popular mon-
arch. He celebrated his silver wedding in
April, 1893.

RUETER'S SERVICE.

LONDON, 28th July.

THE WAR IN SOUTH AFRICA.

Lord Roberts reports from Pretoria that
General French was in sight of Middleburg at
dusk of the 25th inst., and that the enemy was
retreating in disorder.

General Hunter has occupied Fouriesburg,
where he found Mrs. Steyn.
Commandant De Wet's brother has surren-
dered at Kronstadt.

THE ARMY ESTIMATES.

Mr. Wyndham, introducing the Army esti-
mates, said that it was proposed to leave 45,000
men in South Africa. The vote includes
£35,000 for barracks at Khartoum and £15,000
for barracks at Mauritius.

THE CHINA CRISIS.

President McKinley has rejected the sug-
gestion, believed to have emanated from Li Hung-
chang, that the march on Peking shall be
deferred in return for the delivery of the minis-
ters.

The Emperor of Germany, in taking farewell
of the troops, in three transports, at Bremer-
haven, exhorted them to so fight that a Chin-
aman would never dare to even look askance at a
German for a thousand years to come.

THE NEW VOLUNTEER
HEADQUARTERS.

HAPPY VALLEY CHOSEN.

The following appears in the General Orders
of the Hongkong Volunteer Corps:—"It is
hereby notified for the information of all ranks
that, as the result of the inquiry on the matter
of the site of the new Headquarters, by far the
larger body of opinion among the members of
the Corps was in favour of the site on the
Happy Valley. The accommodation required
at the new Headquarters has been settled at a
meeting of the Staff and Commanding Officers
of Units, and in accordance with instructions
received from the Government, the Comman-
dant is in communication with the Director
of Public Works on the subject."

THE CRISIS IN CHINA.

MORE ARRIVALS.

Two more transports arrived yesterday, via
the *Islanda* and the *Pentakota*.
The *Islanda* brings from India No. 1
Coolie Corps with two British officers, six
non-commissioned officers and men, 1,077 fol-
lowers, and five horses; also the 54th Field
Hospital, with one British officer, eight N. C.
officers and men, 64 followers, and one horse.
She left again yesterday for Weihaiwei.

The *Pentakota* brings—1st Madras Pioneers,
four British officers, seven native officers, 342
n.c. officers and men, 76 followers, four horses,
and 84 mules; 39th Field Hospital, with six
n.c. officers and men, 56 followers, and six horses.
Medical store department, with one British
officer and five followers. Special service offi-
cers—three British officers and five followers.
The officers on board are Major da Bonlay,
R.A., Captain Cole, 11th Bengal Lancers, Cap-
tain Cooper, 1st Sikhs, Captain Hamilton,
I.M.S., and Major Johnston, Lieut. Gordons
and Thompson, and Captain Blenkinsopp I.M.S.,
of the Madras Pioneers, Right Wing.

The *Nairung* returned to Hongkong from
the north yesterday.

The *Wallaroo*, cruiser, arrived yesterday from
the Australian station. We have already given
her figures.

TIENTSIN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

Tientsin, 12th July.

THE "TERRIBLES" AT WORK.

There is not much to record since my last
letter. The British portion of Tientsin is re-
ceiving about 400 shells a day. A force com-
posed principally of Japanese has captured three
or four of the enemy's guns at the Arsenal, but
was unable to hold the Arsenal. Yesterday a
Terrible 12-pounder and 4 in. gun received
about 400 rounds from the Chinese, who had
five guns. No one, however, was hit. On the
mid-night there are two more 12-pounders, a
4 in. gun and four 6-pounders.

The Native City is not yet taken. The big-
gest gun fired at us yesterday was a 4 in. The
others varied between 4 in. guns and 12-poun-
ders. The *Terrible* men say that they can see
the flash from the guns very distinctly here,
much more so than in Natal. The casualties
among the *Terrible*'s gunmen and marines so far
are: killed, eight wounded. Howard, the marine
butcher, was shot through the heart at the time
when the Japanese took the Arsenal, when the
Terrible were in the reserves. Three wounded
men (Barrett, Roper, and Brennan) have been
sent down to Weihaiwei Hospital.

NOW THE CHINESE FIGHT.

One of our "lucky men" in a letter to a friend
gives a graphic description of Chinese rifle-
fire, and I take the liberty of transcribing a few
words. "In attacking the Chinese," he writes,
"the safest people are in the firing line, as
you would never get shot there. It is the sup-
ports, and any one in the rear (who are in dan-
ger), as the Chinese, doubling their rifle to the
shoulder, but fire from their side, from
our ready; and in their trenches they don't
show their heads, but merely put their rifles over
the trench and fire, and then run like hell."

SPEND BEHAVIOUR OF JAPANESE CAVALRY.
We have only one squadron of Japanese
cavalry here, who in the last attack rode through
the Chinese troops twice, cutting up about 270
the first time, and about 600 or 700 in all. They
only lost four men themselves.

THE NAVAL CONTINGENTS.

To-night our men are mounting a 4.7 gun
and the *Terribles* are stationed at their guns—
four 12-pounders, one 4.7, six 6-pounders, two
4 in. guns. All the ships' companies have re-
turned to their ships except the *Barfleur*,
Auroras, and *Terribles*.

Tientsin, 15th July.

NAVAL REPORT ON CAPTURE OF NATIVE CITY.

The following General Signal was made to
the fleet at Taku yesterday:—
News received from Tientsin to-night. Attack
was made on Native City by 2,000 Japanese, two
battalions American Infantry and marines, 700
British, 900 French, 50 Austrians on the left
2,000 Russians and two companies of Germans
on the right. Russians took forts by railway
bridge and 12 guns, none of them large. At-
tack on both sides failed to enter the city.
Casualties not yet accurately known, but Rus-
sians have lost over 100, including Artillery
Colonel, British over 40, Japanese 57, including
Colonel, French 25. Allies retreated from under
City Walls at 8 a.m. It was known yesterday
that 1,500 of Yuan Shikai's troops had reinforced
Chinese troops.

The following signals were issued to-day:—
(1.) 6.45 a.m.—Tientsin city and all the forts have
been taken. Japanese entered city first. City is
burning. Allied losses 775. Commander Wright
better after operation. (2.) 9.25 a.m., approximate
casualties on 13th and 14th July, British 20
killed and wounded, 95 Naval Brigade 8 killed,
35 wounded; R. W. Fusiliers, 5 killed, 20
wounded; Russian 125 killed and wounded,
H. K. Troops, 3 killed, 12 wounded; Austrians,
5 wounded; Chinese Regiment, 4 killed, 18
wounded; Japanese, 70 killed, 300 wounded;
Americans, 32 killed, 38 wounded; total 767
killed and wounded.

The numbers engaged were as follows:—Jap-
anese 1,600, French 800, Russians 4,000, British
900, Americans 800, Germans 300.
A branch of the Japanese Port Office has
been opened temporarily at Taku, where letters
are received and forwarded to any place in the
Postal Union.

A "TERRIBLE" MAN'S ACCOUNT OF THE

FIGHTING AT TIENTSIN.

The following account was obtained from one
of the *Terrible* men just returned from the
"front" wounded:—

We left Taku on the 22nd June at 1.30 p.m.,
with one naval 12 pdr., to join the rest of the
Tientsin Relief Force. We stopped a few miles
up country and entrained some cavalry from the

Russian Camp and proceeded to the rail-head
arriving at midnight. Here we bivouacked
and unloaded stores in reliefs ready to march
at daylight. The whole of the relief column
moved off at 5 a.m., leaving the gun under a
strong guard to move on later with the trans-
port. At noon everything was ready and we
marched towards Tientsin, arriving there at
10 p.m.—a very tedious march—the town having
been entered without much opposition by the
Relief Column during the forenoon. At mid-
night a combined force of the allies moved out
and proceeded to the relief of the Admiral, with
whose force they joined next morning. Our gun
did not accompany the relief column, but was
brought into action next morning 25th, inst.,
and commenced to bombard the Native City.
At 11 a.m. the gun was turned on the West
Arsenal, and after a few rounds blew up the
magazine and set the place on fire, which pre-
vented the big gun from harassing the troops
forming the relief and relieved column that must
pass by this position—which was passed without
trouble in the dark the night previous. The
Admiral's force with the relieving column
marched into Tientsin next morning at 8 a.m.,
bringing with them 100 wounded.

THE NAVAL GUN.

Next morning (25th) the Naval gun—as yet
the only one here—was sent to the Russian
Camp to bombard the East Arsenal, assisted by
a Russian gun, the rest being out of action
owing to lack of ammunition. The Russian
infantry numbering about 1,000 attacked the
place, but were repulsed with trifling loss. The
gun was left with the Russians for the night
and its crew returned to their quarters. Next
morning (26th) the allied troops made a second
attack covered by the two guns. The attack
commenced at 10 a.m., the Russians in the
fighting line, Japanese as supports, the British
in reserve on the right flank, the Germans,
French, and other nationalities forming the left
flank.

LIVELY ACTIONS.

A quantity of nitro-glycerine was exploded,
which caused several minor explosions, after
which the Arsenal was entered and everything
inside destroyed. Many casualties occurred
amongst the allies, and it was during this
attack that two wounded marines were cap-
tured, castrated and otherwise mutilated.
By noon the troops returned to their quarters.
Everything remained quiet till midnight, when
the troops again went out and captured a
Chinese battery of four guns that had been
firing at the tugs and boats on the river.
There was no loss here, as the enemy were
completely taken by surprise. For two days
nothing of importance occurred except artillery
duelling, till the 29th when the troops again
moved out at midnight to clear the villages to
the West. At daylight the Japanese cavalry
suddenly came upon 250 Boers on the open
ground, they charged them several times and annihi-
lated everyone, afterwards capturing four pom-
pom guns in the Christian Village. A general
advance was made on the West Arsenal, which
was observed to be full of Chinese troops with
cavalry. The Japanese led the attack, and
waded through the river, and after a faint re-
sistance the Chinese captured the place and
hoisted their flag. The rest of the troops
crossed by the bridge. The guns found there
were turned on the Chinese and inflicted great
loss on them. The troops again advanced and
inflicted great loss on the enemy, who had taken
cover in the village near the Native City. As
there were not sufficient troops available to hold
these positions, a general retirement was ordered
under cover of the Naval guns, which had come
up, assisted by the Chinese Regiment (Weihai-
wei) and American troops, both of which had
displayed great gallantry during the action.

ATTACK AND COUNTER-ATTACK.

The losses amongst the troops engaged was
very severe, especially with the Russians. About
noon the Chinese mounted six small guns in the
burnt-out village between Tientsin and the
Native City, and commenced shelling our gun
which was in position on the mud wall, but did
no damage. They then cut the mud wall by
the West Arsenal with a view to flooding us
out, which had the effect of putting water on
each side of us. The Japanese moved out with
the object of taking these guns, the Royal Welsh
Fusiliers having built a wooden bridge across
the water to take them across, which was washed
away with the rise of the tide. The Japanese
threw over another bridge, but the attack did
not succeed. The same night at midnight the
enemy made an unsuccessful attempt to capture
the Naval guns, actually getting to within 250
yards before they were discovered by the out

the enemy had got us close to 300 yards from our position, and they, together with some of our own men, kept the enemy back, and we retired with the gun across the pontoon. Even here we received special attention, as the pontoon got shot away before we were over and the gun was dragged through the river. Eventually, we reached the Russian guard, who cheered the gun's crew most enthusiastically, as it had got ramoured we had lost our gun and had most of us been killed—but marvellous to say, only one casualty occurred with the gun's crew. Our luck seems to be with us here as in South Africa, and we consider ourselves "Terribly" lucky. Next day the gun was again placed on the mud wall in its former position and commenced shelling the native city. The Marines re-occupied the Station and were heavily attacked at midnight. The *Bayle's* naval brigade were sent to reinforce them and behaved in a most plucky manner, driving the enemy off with great loss, our casualties being very small considering the severe fire we were under. Nothing of much note occurred after this except the usual daily shelling which caused many casualties, until the night of the 13th, when the Allied forces made an attack on the Native City, which failed, the Chinese evidently being prepared for it.

TREACHERY DISCOVERED.

At daybreak on the 14th the city was shelled by every available gun. The city was set on fire in several places, the British guns being principally directed on the Watch Tower and large pagodas. The Tower was set on fire, which prevented important observations being made from that high structure. Our firing ceased in the evening and preparations made for a grand attack at night. During the evening some spies—three European and two Chinese—were caught making flashing signals to the enemy from a house. Two blue-jackets of the *Terrible*, a R.N.W.F. and a Russian, who were sentries, discovered them red-handed, and together they broke into the house, instantly killing the two Chinese, and making the Europeans prisoners, who are now awaiting trial.

THE CAPTURE OF THE CITY.

Some strong reinforcements arrived during the evening from Tientsin, and the attack commenced at 2 a.m.—the city this time being captured. During the attack heavy artillery played on the city, the British using two 4 inch and one 4.7, firing light, and 4 12-pounders, worked by the *Terrible*; men; the rest of the Naval Brigade being with the British contingent. Trenches had been dug outside the city walls, which had been occupied by the Japanese in the dark who were leaving, supported by the Naval Brigade, R.N.W.F., Chinese Regiment, and other British and American troops. A mistake which told heavily on the Natives occurred owing to the darkness. The Chinese apparently were leaving positions in the burnt villages and were entering the city gates; and it was thought that they were the Japanese who had forced an entrance. The Naval Brigade advanced, leading the supports to follow in the thought, the Japanese, who they were dealing with a heavy side fire, which brought down nearly the whole of the *Bayle's* company. The Japanese, seeing the mistake, took up their position as the storming line and quickly forced an entrance into the city, followed quickly by the supports. Numerous guns were captured inside the city, the Russians also capturing 12 guns outside. The whole affair was well planned and neatly executed, although the losses on the 13th and 14th were very severe.

LYDITE AND LOOT.

Lyddite had wrought fearful havoc inside the town. At one large Pagoda 300 dead Chinese were found, and groups of dead were lying where it was these shells had burst. The Japanese again thoughtfully turned the captured guns on the flying enemy and assisted them to move quickly.

A large quantity of loot was found, the British capturing a quantity of bar-silver, which has been sent on board the *Centurion* to Taku. The city itself is now occupied by the Japanese, and it is anticipated that a period of quietness will now follow the hard fighting that has made Tientsin an historical town in Chinese history. The Naval Brigade has added further lustre to their already honoured position in the Empire's forces, and the British Admiral has personally told us that the Brigade's work has provoked the admiration of our foreign comrades, who have been greatly impressed with our shooting.

WEIHAIWEI.

[FROM OUR CORRESPONDENT.]

Admiral Sir E. H. Seymour arrived here this morning in the *Centurion* and is leaving again at 7 p.m. this evening for Shanghai. The *Albatross* will accompany the *Centurion*. It is said she will take one of the *Terrible's* guns in case of need. A fresh arrival to-day from Tientsin reports that the town is quiet and there are no signs of the enemy. All the naval brigade has returned with the exception of the *Terribles*, who remain to work the guns. Troops are arriving at Tientsin daily, my informant said. All transports put into Weihaiwei and wait orders at the base here before proceeding to Taku. All the wounded here (there are about 160) are doing well, and a large number are already convalescent. I have it on good authority that a travelling mounting for a 4.7 gun is being prepared here at all despatch, and it is hoped that it will be ready when the next move is made.

CASUALTIES OF THE ROYAL WELSH FUSILIERS.

A list of casualties is given below of the Royal Welsh Fusiliers that occurred during the battles at Tientsin on the 13th and 14th inst.

19 Wounded, 5 killed, on the 13th inst.
Tientsin.
4502 Cpl. Hammer, I. A. Co., arm blown off by bursting shell.
3473 Pte. Radford, C. A. Co., both shoulders, bursting shell.
5129 Pte. Tindall, C. A. Co., ribs and legs, bursting shell.

4428 Pte. Williams, F. A. Co., arm, bursting shell.
4779 Dr. O'Brien, W. A. C., leg and groin, bursting shell.
5161 Pte. Greaves, I. A. Co., seat, bursting shell.
4190 Pte. Kenny, E. A. Co., bullet wound, stomach (slight).
4478 Pte. Tomlinson, I. E. Co., bullet wound chest, killed.
3275 Cpl. Wilson, G. C., bullet wound right leg.
5157 Pte. Evans, L. E. Co., bullet left arm.
5435 Pte. Richards, I. C., bullet wound right shoulder.
4728 Mansfield, M. E. Co., bullet wound, head, killed.
4617 Crow, W. E. Co., bullet wound, head, killed.
4880 Thomas, I. E. Co., bullet wound, heart, killed.
4342 Scott, H. E. Co., bullet wound, leg, killed.
4906 L. Corps Burke, J. E. Co., bullet wound, side (slight).
4460 Pte. Owens, T. E. Co., right arm (severe).
4821 Pte. Taylor, I. E. Co., leg (slight).
3217 Sgt. Deane, T. E. Co., head (slight).
4040 L. Sgt. Pearce, S. E. Co., right arm and body (severe).
4348 Cpl. Kellack, D. E. Co., back (slight).
4779 Pte. Bonner, F. E. Co., arm, side, leg (severe).
4056 Pte. Pitt, T. E. Co., right arm, left breast, leg.
3272 Pte. Voyce, G. E. Co., foot (slight).

THE REINFORCEMENTS.

It is stated in the home papers that the total strength of the China expeditionary forces from India will reach 10,000 men eventually, as more cavalry and a battery of Horse Artillery will probably be added.

The gunboats *Beaumont* and *Brichmont* were commissioned at Devonport on the 23rd ult. for China. By the orders of the Admiralty, the *Beaumont* has been removed from the list of cruisers to be mobilised at Devonport for the manœuvres, and she will probably be held in reserve for the China Station.

Captain C. M. Mathew, commanding the Army Ordnance Corps at Woolwich, received orders on 23rd inst. to hold himself in readiness to embark for Hongkong at a very early date. With the large force of Marines ordered to China, a draft of 400 seamen will go out for distribution among the ships of the British Fleet. Of these 145 will go from Devonport and the remainder from the other naval ports. All are seamen gunners, and will be specially selected from the ships in home ports. In addition to the battalion of 400 non-commissioned officers and men of the Royal Marines already detailed, the Admiralty have ordered the home naval ports to have 23 officers and 835 petty officers and men in readiness to proceed to the China Station.

NEWS FROM SHANGHAI.

GRAVE FEARS FOR THE YANGTZE REGION. The *N. C. Daily News* of the 25th inst. says:—We are informed that H.E. Chang Chih-tung states that he doubts if he can restrain his troops another ten days. The breach blocks have been taken off of the guns at Wuchang which command Hankow, and thrown into the river.

Reinforcements of guns as well as 3,000 troops have been sent to the forts at Kiangyin. Grave fears are entertained that attempts will be made in a few days time to lay down the Yangtze River. A letter said to have been written on the 9th inst. by a President of one of the Minor Boards in Peking to a relative in Shanghai, arrived here on the 21st inst., having come by Imperial overland courier post. "The legations that are left are still unoccupied, but owing to the daily fighting that has been constantly going on, of late there are now reported to be only 300 left persons left in the legations. Should the foreign relief force arrive here early there may be still a chance of saving the residue now left. If there be any more delay I am very much afraid that there will be none left to receive the relieving force. It is most significant that not a word is said in the letter with reference to the capture of about one so-called 'Government' troops helping the legation people in their deadly fight with the savage Kansu troops and Boxers. The Chinese officials with us to believe that Jung Lu and Prince Ching have been opposing the Boxers and Tung, and helping the legations, but there is not a word in the above letter to confirm this statement.

IN PRAISE OF THE JAPANESE.

The special correspondent of the *N. C. Daily News* at Tientsin, speaking of the capture of the Hui Kung Sz Arsenal by the Japanese troops, says:—It was really a most dashing bit of war, and impressed everyone who saw it with a sense of the potency and military virtues of the chief actors. The only fault that I have the impertinence to find with the Japanese soldier is his extreme visibility, his white flat hat, his black (or white) coat, and white pants, and his prominent when lying on the ground, and his "Chihi" (Put him into hihi) and you will increase his resisting power indefinitely. One day last week, going up to the front from the rear, I saw a Japanese Company at a distance of one mile; the Hongkong regiment I failed to see at 400 yards; both were lying forward against a bank of mud. Without any pretence to invisibility I must express the general sentiment up here that in organisation, equipment, kit, discipline, the Japanese have nothing to learn from anybody, but much to teach. They have thought out everything and arranged it to perfection, and they alone have had no muddle. Steam lighters and shallow vessels adapted for Taku Bar, excavators, coolies, land search-lights, etc., etc., all are there as if an invasion of the Peking were a normal task.

A HONGKONG CHINAMAN AND THE BOXERS.

Among the many persons who have taken refuge in Hongkong in consequence of the trouble up north is Dr. Chung, a Hongkong Chinaman, who is staying for the time being at Appichau. Dr. Chung is a native of Stanley. He was educated at Queen's College, and 18 years ago went up to Tientsin, where he has been in the employ of the Imperial Maritime Customs as a medical man. He was present at the bombardment of the Taku forts and also at the outbreak of the trouble in Tientsin. It became unsafe for anyone wearing a queue to be seen in Tientsin. Hence Dr. Chung came down here for safety. He purposes securing his papers as a British subject, cutting off his queue and adopting European dress, and then returning to Tientsin. He declares that the Russian soldiers are perpetrating all sorts of atrocities in Tientsin; killing the men and raping and then killing the women. On one occasion some Russians got hold of three Chinese women

and tied them up in a room, but some Japanese who appeared on the scene set them free. He says the Japanese are civilized in comparison with the Russians.

In the course of a conversation which one of our representatives had with him yesterday, Dr. Chung gave interesting particulars as to the Boxers. He said:—

"When any one joins the Boxers he puts pieces of red cloth round his head, stomach, and legs, and does two shoulder-steps, on which are characters which mean 'Protect China' and 'kill the foreigners'."

"The Boxers include not only boys of from 12 to 15, but girls of the same age, and they form different branches. The branch to which the girls belong is known as the Hing Tong Chin or 'Red Lantern Shines.' They carry about with them red lanterns, and they profess that they have only to throw the lanterns up into the air and they will alight in any house, whether near or far, which they wish to set on fire. The boys' branch is called the I Wo Tun."

"On a man joining the Boxers he commences to bow to the south-east and say a prayer daily. When he has done this about 100 times he becomes possessed of the power to hypnotise himself at the right moment, any time he likes. He makes a bow to the south-east, says a prayer, and next begins to shiver, and he can then take up a sword and play with it. It is usual for them to hypnotise themselves, before commencing to fight."

Our representative ventured to doubt the power of the Boxers to hypnotise themselves. But Dr. Chung protested. "Yes, truly, they can do so." He added: "Most of them are between 12 and 16 or 18 years of age and are farmers and farmers' children. There has not been sufficient rain for the last two years and that is why they have joined the Boxers and set out to kill the foreigners."

SUPREME COURT.

July 30th.

IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE) AND HIS HONOUR SIR ROBERT T. SMITH (ACTING JUSTICE JUDGE).

YU HING LUNG (APPELLANT), v. CARRICHAEL AND BARLOW (RESPONDENTS).

Mr. Sharp (instructed by Messrs. Moussey and Brutton) appeared for the appellant and Mr. Slade (instructed by Messrs. Wilkinson and Grist) for the respondents.

This was a motion for leave to appeal against the decision of the Acting Justice Judge delivered in favour of the defendants, who were sued for work done. Mr. Sharp said the appeal was practically on a question of fact, it being contended that the judgment was against the weight of evidence. The plaintiff's story was that on the 10th October last year a contract was entered into by the plaintiff and the Kwong Hing Cheung firm with regard to the building of a new stevedock at the wharf. In January of this year the defendants discovered that the work would not be done in time by the Kwong Hing Cheung firm; consequently on the 8th February an arrangement of some kind was made between plaintiff and the defendant Barlow, whereby the plaintiff agreed to do the work which the Kwong Hing Cheung could not finish, retaining, however, to do for the Kwong Hing Cheung firm, though that firm were to approve of it inasmuch as they had done the bulk of it. The bills were made out in the name of the Kwong Hing Cheung at the defendant's request, so as to enable them to recover if necessary. On the 18th May the work was finished and the defendants commenced to pay. The explanation of this was given by the defendant Barlow, who stated that they lost \$1,600 or \$1,700 on the contract.

Mr. Sharp was continuing with his story when the Chief Justice said he had no need to go on any further, as the Court gave him leave to appeal on a question of fact.

HONGKONG VOLUNTEER CORPS.

FIELD BATTERY T. "A" MACHINE GUN CO. An interesting Carbine Match was fired on the Kowloon Ranges on Sunday morning between teams representing the Dock detachment of the Field Battery and the "A" Machine Gun Co. The conditions were 7 shots and a "righter" at the 200, 400 and 500 yards distances. The match was a very close one.

The Dock detachment was unfortunately in being deprived of the services of one of its best men, and this circumstance, coupled with the good shooting of some of the younger members of "A" Company—Gunnery Cox and Holmes in particular—contributed largely to the result, which was a somewhat easy win for the "A" Company men by 45 points.

At the conclusion of the shooting welcome refreshments were dispensed by the Dock detachment men and cheers given for the winners. A return match will be fired as soon as a suitable date can be arranged.

APPENDIX TO THE RESULTS.

"A" COMPANY.				
Sergeant Lammer...	32	33	28	93
Gunner Cox...	33	33	28	94
Sergeant Smith...	30	33	30	93
Gunner Holmes...	31	29	28	88
Gunner Wedderburn...	27	30	28	85
Bomb. Plummer...	26	20	22	68
Corporal Barrett...	20	33	10	63
Grand total...	200	400	500	582

The marriage is broken off, and they do not speak to each other. He called on her a week before the fatal day, and found her very badly engaged in making two sofa cushions. She was preparing to stuff the two cushions with little pieces of paper, and he thought he recognised those things with? He asked "Oh," she answered, demurely, "I'm stuffing one with my love letters to you, and one with yours to me, in order to see which will be the softer." And now she wonders why he wrote to say that all is over between them.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 28th July.

PRINCE YUAN AND THE HEAD-HUNTERS. The following is an extract from the Chinese paper *Loi Hoi Pao* of the 27th inst.:

"Prince Yuan has issued orders that any one who has killed foreigners is to bring the heads to his quarters. As foreigners' heads are not easy to obtain, all Chinese having high noses and deep eyes have been beleaguered by the 'Boxers' and their heads have been continually brought in, and rewards claimed for them as being the heads of foreigners! Lately it has been found impossible to give any rewards, on account of the great number of supposed foreigners' heads brought in daily."

LI HUNG-CHANG'S MOVEMENTS.

A rumour through Chinese sources that Viceroy Li Hung-chang, having failed in his mission to Shanghai, will return in a few days to Canton, is unfounded, as three days ago H.E. was here for a gun-boat, and yesterday the *Pook Poh*, under command of Lui Mon-king, left for Shanghai, there to await orders.

THE PROMOTED BANDITS RELAXED.

The pirate chiefs, Foo Chan-hoy and Ao Sung have gone back to their old haunts again on the West River. They allege that the money they receive from the Government here is not enough for their daily expenses. They have already recommenced their plundering on the river, and reports are current of the great mischief they have been doing of late.

GENERAL LAO RECALIBRANT.

General Lao, the Black Flag Chief, who was ordered to proceed to Peking over-land by Viceroy Li Hung-chang before his departure from Canton, had refused to obey the order unless he has 20,000 men at his disposal.

CHINA IN THE HOUSE OF COMMONS.

BRITISH TRADE WITH CHINA.

On the 25th ult. in reply to a question by Mr. Drage, Mr. Ritchie said:—According to the Chinese returns of trade the value of the trade of China with the British Empire in 1899 was £42,094,000. The division of this amount into trade with the United Kingdom, India, and the colonies cannot be accurately made, because more than one-half of the total is entered as trade with Hongkong, and the ultimate destination of this trade cannot be stated. The Chinese returns show the value of the direct trade with the United Kingdom to be £2,147,000, with British India £5,064,000, with other British colonies and possessions (excluding Hongkong) £1,933,000, and with Hongkong £22,550,000. Of course a certain part of the last-mentioned amount is destined for countries outside the British Empire.

On the 26th, Mr. Drage asked the Under-Secretary for Foreign Affairs whether he could state what were the latest figures received by the Foreign Office with regard to the percentage of the total Chinese trade carried by British ships, and the percentage which they pay of the total receipts of the Chinese Customs. Mr. Brodick: The percentage of the number of vessels engaged in the foreign trade of China in 1899 was: British, 61; other countries, 39. And as regards the value of goods carried: British, 53 per cent; other countries, 47 per cent. And the percentage of duties paid on such goods was: British 53 per cent; other countries, 47 per cent.

Mr. Drage asked the Under-Secretary for Foreign Affairs whether the latest figures received by the Foreign Office with regard to the number and tonnage of British ships employed in the trade of the Yangtze Valley, and what was the percentage of British shipping employed as compared with the foreign and Chinese ships in the same trade.

Mr. Brodick: The latest year for which complete returns as to the shipping trade of the Yangtze can be given is 1898. In that year the number of British ships entered and cleared at the Treaty Ports of the Yangtze-Kiang was 14,753, with a tonnage of 12,271,592. Of the total tonnage of all shipping entered and cleared, 27 per cent was Chinese, 61 per cent was British, and 12 per cent other foreign.

THE CHIEFS.

Among the many questions and statements under this heading we omit these referring solely to facts already known here.

On the 26th ult., Mr. J. Walton asked the Under-Secretary for Foreign Affairs whether appeals had been made from Chungking and Ningpo for the protection of British gun-boats; and if so, whether they had been disregarded in consequence of none being immediately available; and whether Her Majesty's Government were taking steps to further augment our naval forces in the Yangtze region with the least possible delay.

Mr. Brodick: Appeals have been made from various ports to Her Majesty's Consuls to send ships. As I have already stated to the House, considerable reinforcements have been ordered to our Naval forces in the Yangtze region for the protection of life and property; but it would be undesirable to state the exact movements of the ships.

Mr. J. Walton asked the Under-Secretary for Foreign Affairs whether a gunboat has been sent to Newchwang to protect the property and lives of British subjects; and whether, as early as practicable, Her Majesty's Government would station armed guards along the Tientsin-Newchwang Railway to prevent the further destruction of the line.

Mr. Brodick: The officers on the spot have been given full discretion, and will, we have every confidence, do their utmost for the protection of life and property. But I cannot pledge them to any particular measures.

Mr. Maclean asked the Under-Secretary for Foreign Affairs whether the Foreign Office received information, beforehand from Sir Claude Macdonald, or any other source, warning Her Majesty's Government to be prepared for a rising against foreigners in China.

Mr. Brodick: Her Majesty's Government received reports with regard to the Boxer movement in Shanghai and Chihli, but no indication of any general rising against foreigners was contained in the information which reached them prior to the recent movement of the Boxers.

Sir J. Colomb asked the First Lord of the Treasury whether the Defence Committee of the Cabinet would carefully consider the present dual, naval and military organisations of our distant naval stations in view of the fact, illustrated by events in China, that our Admirals commanding such stations were, under the existing system, compelled to deprive their ships of fighting force when any emergency necessitated minor military operations on land, by reason of the garrisons at their bases being purely military, under the control of the War Office at home, and not at the disposal of the Admirals on the stations.

Mr. Balfour: No information has been received from China to indicate that there is any basis for the contention of my hon. and gallant friend.

THE COST OF THE INDIAN TROOP.

On the 27th Mr. Channing asked the First Lord of the Admiralty whether the cost of sending additional troops from India to China was to be borne by the India or the Imperial Exchequer.

Mr. Balfour: It will be borne by the Imperial Exchequer.

THE FOURTH CONGRESS OF CHAMBERS OF COMMERCE.

The fourth Congress of the Chambers of Commerce of the Empire was opened on 26th ult. in London, and was very numerously attended by a representative body of gentlemen. Lord Selborne, Under-Secretary for the Colonies, delivered an address, in which he drew attention to the "paramount importance" of the mother country and the colonies taking immediate and adequate steps for Imperial defence. The Congress discussed the questions of the formation of a Consultative Imperial Council and the Commercial relations between Great Britain and her colonies and dependencies.

INLAND NAVIGATION IN CHINA.

Sir Thomas Jackson (Hongkong General Chamber of Commerce) moved: "That the manner in which the inland waters navigation regulations have been interpreted by the officials of the Chinese Government being such as to render the right to run steamers on the West River and other inland waters an almost valueless concession, the Secretary of State for Foreign Affairs be asked to open special negotiations with the Chinese Government in order to obtain a construction of these regulations more in accordance with the terms of the original agreement." He maintained that by the institution of a system of double customs duties the Chinese officials were violating the spirit of the original agreement and were practically making it impossible to trade freely with the ports on the inland waters of China.

Mr. H. F. Hibbert (Blackburn Chamber of Commerce), in seconding the resolution, said that the Chamber was more affected by the state of trade in China than probably any other chamber. It was of the utmost importance to his Chamber and to the members thousands who were employed by its members that the inland navigation of the Chinese rivers should be good and secure. At the present moment for cotton piece goods China was their largest market outside of India, and when it was considered that they had yet only touched the fringe of China it was certain that for Lancashire there was good business in store whenever the country was opened up. (Applause.) The resolution was carried without dissent.

THE BOER PRISONERS FOR COLOMBO.

A Simla telegram of the 15th states:—"Only half a battalion of the East Yorkshire Regiment will be sent to Ceylon to guard the Boer prisoners, who are expected to leave Cape Town on Monday, 16th June. The strength of the Regiment will be increased if more prisoners are sent."

The *Times of Ceylon* states that Col. Vincent has been appointed to the command of the Boer camp at Diyatalawa. Our contemporary says:—"Col. Vincent arrived in Ceylon on May 13th, 1899, and though his term of office as Commandant of the Volunteers is almost at an end, he will continue, we understand, to act as Commandant of the Boer camp as long as the latter lasts." Owing to the stationing of a large detachment of Military at Diyatalawa as a guard over the Boer prisoners, we understand that a Police force is to be stationed at Haputale and Bandaravala. At Diyatalawa there will be the Garrison Police, but at Haputale and Bandaravala there will be two bodies of European Police—one Sergeant and six policemen at each place. They will be under the supervision of the Government Agent of Uva. This Police will be selected from Colombo.

EXPORT CARGO.

Per American ship *L. Schep*, sailed on the 17th July.—24,077 rolls matting, 356 bales straw, 325 bales rattan, 144 cases casia, 119 boxes feather brushes, 91 bales cases 64 cases blackwoodware, 368 packages sundries.

W. B. REVER & CO.

NEW BOOKS AND NEW EDITIONS.

The Real Chinaman, by Chester Holcombe.	2d.
2d. Illustrations.	
Year Book of Photography, 1900	7s.
Brass's Naval Annual, 1900	10s.
Boy, by Marie Corelli	1s. 50
New Revised Hill's Manual	9s.
Pitman's Typewriter Manual	1s. 7s.
Village Life in China, by Smith	4s.
Life and Letters of Sir John Millais, 2 Vols.	13s.
Wellington and Waterloo—Choice Illus.	6s.
Russia on the Pacific and the Siberian Railway, by Vladimir	9s.
The Yangtze Valley and Beyond, by Mrs. Bishop	13s.
People and Politics in the Far East, by Norman	4s.
Whitaker's Naval and Military Directory	2s.
South Africa's Story of Nations Series, by Thiel.	3s.
Citizen Atlas—120 Maps and Plans, with Gazetteer and Geographical Text	10s.
23 & 25, Queen's Road, Hongkong.	[5]

AMERICAN PORTABLE WOODEN HOUSES.

THE Underigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs. Particulars on application to—

WOODS & CO.,
4, Queen's Road Central
Hongkong, 17th April, 1900.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.
FOR 1900
THE THIRTY-EIGHTH ANNUAL ISSUE.

BUSINESS NOTICES.

房藥館芝廣

KWONG CHI KOON DISPENSARY.

街欄榮城省東廣

CHEONG LAN STREET, CANTON

子甲大歲年叁台司清大

創開年四拾陸百捌仟壹英大

ESTABLISHED 1894.

記為祥吉意如

Trade Mark

KWONG CHI KOON DISPENSARY.

CHEONG LAN STREET, CANTON.

ESTABLISHED 1894.

油意如

UNRIVALLED U I YAU

or "AS YOU WISH OIL."

Prices at \$1.00 per bottle.

0.50 per bottle.

0.25 per bottle.

散開通

TUNG KWAN SAN, or "Army Medical Powder," 50 cents per bottle.

散打跌

TIT TA SAN or "Falling and Bruising Medical Powder." Prices at 50 cents per bottle. Made from the best selected medicine to be used for the above Oil and Powder.

散及油造製泡藥好選揀

KWONG CHI KOON

Native Drug Shop in Canton, employing about 300 men. The Proprietor, Mr. U Yau Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main chance. He has many testimonials as to the efficiency of his medicines from officials, scholars and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to me the formulas of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredients. I have found the Tung Kwan San or Army Medical Powder, and the Tit Ta San or Falling and Bruising Medical Powder composed of Musli, Barva, Camphor, Rhubarb, two kinds of gum, with red oxide of mercury and yellow sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tiger, and dragon bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign use.

The medicine is to be chiefly used as a stercoratory, as is put up in small metal bottles by which it can be injected into the nostrils.

NEW ADVERTISEMENTS
PILOTAGE NOTIFICATION.

NOTICE is hereby given that the Consular Body and the Heads and Representatives of the Shipping Firms do agree, after consultation with the Harbour Master, that Local Rule No. 4 be altered. The rate of Pilotage at the port of Swatow, for all sized Steamers and Sailing Vessels, shall be 95 per foot English measurement from 1st August, 1900.

J. C. A. HOLZ,
Harbour Master.

Approved.
W. M. ANDREW,
For Commissioner of Customs,
Custom House,
Swatow, 27th July, 1900. [2112]

THE SHARE LIST WILL CLOSE AT NOON
ON THE 15th AUGUST, 1900.

PROSPECTUS
OF THE
CHINA MATTING MANUFACTURING
COMPANY, LIMITED.

CAPITAL \$1,000,000
(Hongkong Currency).
Divided into 50,000 Shares of \$20 each,
of which \$5 is payable on application and \$5
on allotment.

HEAD OFFICE HONGKONG.

CONSULTING COMMITTEE:
ROBERT SHEWAN, Esq., (Chairman).
D. GILLIES, Esq., Hongkong and Whampoa
Dock Co., Ltd.
J. H. LEWIS, Esq., Messrs. Douglas, Lapraik
& Co.
CHAU TUNG SHANG, Esq.

GENERAL MANAGERS:
SHEWAN, TOMES & CO.
BANKERS:
HONGKONG AND SHANGHAI BANKING
CORPORATION.

THIS Company has been formed for the
purpose of making by power-loom straw
matting of the same description as that now
produced by hand-loom in the neighbourhood
of Canton (China).

The export of Matting from China to the
United States has of late years become a most
important trade, having risen in the last 10 years
as follows:—

From 173,472 rolls shipped in 1899/1900
To 370,107 rolls shipped in 1898/1899
but, as usual, the quality of the goods has fallen
away with the increased demand, while prompt
delivery, too, has become increasingly
difficult.

Many attempts have been made to devise a
loom which could be worked by steam to take
the place of the crude hand-loom, used by the
Chinese and Japanese, but success has only been
attained by a loom which became the property
of the Kobe Manufacturing Co. and which has
since been brought to a high state of perfection
by further inventions and improvements.

The promoters of this Company, having
experimented with a small trial plant of 50 of
these power-loom and introduced various
further improvements suggested by their know-
ledge of the Matting trade and requirements of
the market in the United States, are now satisfied
that Matting made by such machinery must
supercede that made by hand-loom, and have
accordingly entered into an agreement with the
Kobe Manufacturing Co. to acquire all the
rights to the invention.

While experimenting with the 50 looms, some
10,000 rolls were made and shipped, and the re-
ports on the later and better made shipments
were all of a highly favorable and encouraging
nature, the evenness of the fabric and the great
improvement on the old hand-loom matting,
especially as regards the selvedge or edge, being
particularly praised and commented on. One
great difficulty was to get the machines to turn
over the straw so as to produce a clean surface
at the edges; this difficulty was overcome some
months ago, and the looms can now, in the opinion of experts, turn out a
perfect fabric.

As each power-loom can produce about 30
yards a day as against 6 yards produced by
hand-loom, the saving in time is obvious, while
the advantage of being able to rely on punctual
delivery will be a great boon to dealers at home,
who at present have to put up with much delay
and loss of time in getting their goods.

The advantage is still more obvious to-day in
view of the political unrest all over China and
the great probability of the present troubles in
the North spreading to the South, in which case
the matting industry in the districts around
Canton is likely to suffer to such an extent that
it may take years to recover, matting being
entirely dependent upon the labour of the pe-
asant class when not engaged in their ordinary
farm work.

It is proposed to erect a Factory capable of
running 450 looms, producing about 100,000 rolls
per annum, on which it is estimated, at the
prices recently obtained in the United States, that
the net profit of at least \$14 per roll, or say
\$150,000. In course of time further experience
and economies will undoubtedly improve upon
these figures.

The promoters of this Company have, as
before stated, experimented with 50 looms, and
having acquired from the Kobe Manufacturing
Company all the rights to the invention, will
transfer the same to the new Company together
with 50 looms and other machinery, stock-in-
trade, goodwill, &c., for \$350,000 (Hongkong
currency), which amount will be taken by the
Kobe Manufacturing Company and the pro-
moters in shares.

The Capital of the Company, as far as can
be roughly estimated, will be laid out in the
following manner:—
Land, Buildings and Ma-
chinery \$470,000
Working Capital 180,000
Kobe Manufacturing Com-
pany and Promoters for
Rights, Goodwill and Sun-
dry Machinery, including
Engine and 50 Looms 350,000
(Taken
in
Shares.)

Prospectus and forms of application for shares
may be obtained from the Company's Bankers
or at the office of the General Managers,
Hongkong, 31st July, 1900. [2114]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATCHING."

Captain Hall, will be despatched for the above
ports TO-MORROW, the 1st August, at
4 P.M.For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers
Hongkong, 31st July, 1900. [2113]

NEW ADVERTISEMENT

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"OOPACK"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 6th August, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional goods will be landed here unless
instructions are given to the contrary before
10 A.M. TO-MORROW.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 30th July, 1900. [2115]

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction.FOR ACCOUNT OF THE CONCERNED,
TO-DAY (TUESDAY),the 31st inst., at 11 a.m., at
Messrs. Jardine, Matheson & Co.'s Godowns,
East Point.

23 Bales GREY SHIRTINGS.

5 Cases WHITE SHIRTINGS.

(All more or less damaged).

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 31st July, 1900. [2108]

PUBLIC AUCTION.

THE Undersigned has received instructions
from J. K. GIBSON, Esq., to sell by
Public Auction, at No. 2 RICHMOND TERRACE,
TO-DAY (TUESDAY),the 31st July, 1900, commencing at 2.45 P.M.,
THE WHOLE OF HIS

HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogue).

TERMS:—As Customary.

On View from Monday, the 30th July.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 28th July, 1900. [2082]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF THE ZET-

LAND LODGE will be held at the
FREDERICKS HALL TO-MORROW NIGHT
(WEDNESDAY), the 1st August, at 8.30 for
9 P.M. precisely. Visiting Brethren are cordially
invited to attend.

Hongkong, 27th July, 1900. [2085]

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND

CONTRACTORS,
QUEEN'S BUILDINGS.DESIGNS and Specifications prepared for
any class of Steamships. Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams: "CELESTE," Hongkong.
Telephone, 232.H. F. CARMICHAEL,
B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

WING CHEONG.

Dealers in

JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.AND
GENERAL EXPORTERS.We beg to inform the Ladies and Gentlemen
of this Colony that we commenced Business on
the 11th April, 1900, and we solicit their kind
patronage.Nos. 1 & 3, D'AGUIAR STREET,
Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. [1918]

PUBLIC COMPANY.

THE

HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.NOTICE is hereby given that at a Meeting
of the Board of Directors of the above
Company, held at the Registered Office of the
Company, Queen's Road Central, Victoria,
Hongkong, on TUESDAY, the Twenty-seventh
day of March, 1900, the following Resolutions
were passed:—

1.—That in pursuance of the provisions of
the Special Resolution passed at an Extra-
ordinary General Meeting of the Company
held on the 27th March and since duly
registered, the sum of \$1,250,000, be
withdrawn from the Reserve Fund and be
carried as of the 2nd July next to the
Credit of Capital Account, each Share
being credited with a sum of \$25 as paid
up thereon in addition to the sum of \$50
now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the
Unpaid Capital of the Company be called
up, and that a Call be and is hereby
made of \$25 per Share upon all the
Shares of the Company, and that the
Shareholders be requested to pay the
same to the Company's Bankers, the
Hongkong and Shanghai Banking Cor-
poration, at their premises, Queen's Road
Central, on or before the 2nd day of
July, A.D. 1900.

Shareholders are hereby requested to pay
accordingly.

And Notice is also given that, in accordance
with Article 34 of the Company's Articles of
Association, interest will be charged as from the
said 2nd day of July, 1900, at the rate of \$12
per centum per annum, upon all Calls remaining
unpaid after the 9th day of July, 1900, up to
the actual dates of payment of the same.

By Order of the Board.

A. SHELTON HOOPER,
Secretary.

Hongkong, 28th March, 1900. [816]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND OF Three

Dollars per Share for the Six months
ended the 30th June, 1900, being at the rate of
Twelve per Cent per Annum, will be Payable on
the 31st inst., on which date Dividend Warrants
may be obtained on application at the
Company's Office, No. 3, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th to the 31st
instant, both days inclusive.
By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary.

Hongkong, 13th July, 1900. [970]

THE WEST POINT BUILDING COM-
PANY, LIMITED.

AN INTERIM DIVIDEND OF One Dollar

and Fifty Cents per Share for Six months
ending 30th June, 1900, will be Payable on the
31st inst., on which date Dividend Warrants
may be obtained on application at the Com-
pany's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th to the 31st
instant, both days inclusive.
By Order of the Board of Directors.
A. SHELTON HOOPER,
Secretary to the Hongkong Land
Investment & Agency Co., Ltd.
General Agents West Point Build-
ing Company, Ltd.

Hongkong, 13th July, 1900. [1069]

THE PUNJON MINING COMPANY,
LIMITED.

IN consequence of the necessity for heavy

repairs to the Mill, and the temporary
absence of Water power caused by the carrying
away of the embankment of the Reservoir, very
little crushing of ore has been done this year;
and as the winnings of gold have not been suf-
ficient to pay current expenses, salaries, cost of
repairs, cost of new Reservoir, and prospecting,
the Directors find it necessary to make the final
call of One Dollar per share, and accordingly

Notice is hereby given that at a MEETING
of the Board of Directors of the Company, held
at the Company's Office, No. 3, Praya Central,
Victoria, Hongkong, on TUESDAY, the 26th
June, 1900, the following Resolution was
passed:—

That the final CALL of ONE DOLLAR per
SHARE upon all the Holders of Ordinary
Shares in the above Company in
respect of all the Shares held by them
in the above Company be and the same is
hereby made. Such Calls to be paid to the
Company at their Bankers, the
HONGKONG AND SHANGHAI BANKING
CORPORATION, at their Premises, Queen's
Road Central, Victoria, Hongkong,
on or before the 6th day of August, 1900.

And Notice is also given that in accordance
with Article 24 of the Company's Articles of
Association, interest will be charged as from
the said 6th day of August, 1900, at the rate of
\$10 per centum per annum, upon all Calls re-
maining unpaid after the said 6th day of August,
1900, up to the actual dates of payment of the
same.

Shareholders are particularly requested to
note that upon presentation at the Office of the
Company of the Bankers' receipt for payment of
the Call together with the Certificate of the
Shares in respect of which the Call has been
paid, an endorsement to that effect will be made
upon the certificate.

By Order of the Board of Directors.

W. H. GASKELL,
Secretary.

Hongkong, 6th July, 1900. [1024]

THE HONGKONG CANTON AND
MACAO STEAMBOAT COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18, BANK
BUILDINGS, QUEEN'S ROAD CENTRAL,
TUESDAY, the 7th August, at 12 O'CLOCK
NOON, for the purpose of receiving a Report of
the Directors, together with a statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 25th July to 7th August
inclusive.
By Order of the Board of Directors.
T. ARNOLD,
Secretary.

Hongkong, 17th July, 1900. [1990]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong, on
SATURDAY, the 18th day of August next,
at Noon, for the purpose of receiving the Re-
port of the Directors, together with a statement
of Accounts to 30th June, 1900.

By Order of the Court of Directors.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the REGIS-
TERED SHARES of the Corporation
will be CLOSED from SATURDAY, the 4th
August, to the 18th day of August next (both
days inclusive), during which period no Trans-
fer of Shares can be Registered.

By Order of the Court of Directors.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2081]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Office of the Company, Queen's
Buildings, Consanguin Road, on MONDAY,
the 30th August, at 12 O'CLOCK NOON, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 30th
June, 1900.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 20th August,
both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE,
Secretary.

Hongkong, 23rd July, 1900. [2088]

BANKS.

THE MERCHANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000

SUBSCRIBED £1,125,000

PAID-UP £ 652,500

RESERVE FUND £ 30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.INTEREST allowed on Current Accounts at
the rate of 2½ per annum on the Daily balance.

ON FIXED DEPOSITS:—

For 12 months 4½

" 6 " 3½

" 3 " 3

J. THURBURN,
Manager, Hongkong.

Hongkong, 24th March, 1900. [20]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-
ducted by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules
may be obtained on application.INTEREST on deposits is allowed at 3½
PER CENT. per annum.Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANK-
ING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

N. A. SIENS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. Goetz, Esq.

Hon. R. M. Gray

A. J. Raymond, Esq.

R. L. Richardson, Esq.

A. Haupt, Esq.

Hon. J. J. Kewick

H. W. Slade, Esq.

D. Meyer Moses, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per
Cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4½ per cent. per annum.

H. M. BEVIS,
Acting Chief Manager.

Hongkong, 1st June, 1900. [17]

THE NATIONAL BANK OF CHINA
LIMITED.

AUTHORIZED CAPITAL £1,000,000

PAID-UP CAPITAL £ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN K. SHAN, Esq., D. GILLIES, Esq.

Chow T. SHAN, Esq., J. T. LAUTS, Esq.

Chief Manager,
GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed 5½.

Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA),
LIMITED.(INCORPORATED BY SPECIAL IMPERIAL
CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000

PAID-UP CAPITAL " 1,250,000

HEAD OFFICE—TAIPEI, FORMOSA.

JUICHI SOTEDA, Esq., President.

Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES.

Tokyo Osaka Yokohama Kobe

Nagasaki Kyoto Nagoya Tainan

Mojji Hiroshima Hakodate Otaru

Hongkong Shanghai Fusan

Chungking

HEAD OFFICE—INTEREST ALLOWED.

On Current Account 4½ per annum

On Fixed Deposits:—

For 3 months 5½ per cent. per annum

" 6 " 6 per cent. per annum

" 12 " 6½ per cent. per annum

Credits granted on approved securities and
every description of Banking and Exchange
business transacted.Drafts granted on the Chief Commercial
places both in Japan and abroad.Further particulars may be obtained on
application.TAKESHI DOKI,
Manager.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street. Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
80 and 82, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS
W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Dinners, Wines, etc.,
with Music, 34, Queen's Road.

DRAPEES

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers.
Low Prices, 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Pudding Street,
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LYPTON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream, 16, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

SUN SHING, Established 1840.
Silks, Gauzes, Crêpe Shawls, Chinaware,
Ivory, etc. Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 62a, Queen's
Road Central. Fittings of every des-
cription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

E. HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,
Bromide and Crayon Enlargements, Work
done for Amateurs, 8a, Queen's Road, Cl.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai.
Amateurs' Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishman.

RATTAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING,
Rattan Chairs, Mattings, Bamboo Blinds,
etc., 73, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo, Blinds, Mat-
tings all Colours, 18, Praya Central.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TEJUMUL POHUNG),
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.

SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail, 123, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace, 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made. Silk
and Linen Lace Curtains made to
order, 17, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 68, Praya Central.

LANE, CRAWFORD & CO.,
Tailors and Outfitters, Pianoforte Dealers
Shipchandlers, Furniture Dealers and
Upholsters, Wine and Spirit Mer-
chants.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AH-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

LANE, CRAWFORD & CO.,
Queen's Road.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers, Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars, 25,
Pottinger Street.

KREUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leeyune Street East. AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anlogue, Manila.

AMERICAN SYSTEM

DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW.
(LATE OF POATE & NOBLE)
Hongkong, 15th September, 1899. [1758]

SURGEON-DENTIST
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [808]

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SPORT AND ANECDOTE.

By AN OLD FOGEY.

TURF TOPICS.

Turf topics!—not a strikingly original head-
line, one must admit, but sufficiently succinct
and comprehensive to suit my present purpose.
Year in and year out, no British sport, I
venture to say, receives so much attention in
public prints as horseracing. Quite apart from
the many excellent journals dealing almost
exclusively with the Turf, every daily morning
and evening newspaper with any pretension to
a circulation devotes considerable space to
racing topics, and therefore it will be understood
that there is very little left for a gossip like
myself to say. Let me explain. I do not
set out to put my readers on to a "good
thing" for one of the autumn handicaps,
neither have I any special information re-
specting the St. Leger candidates. But now
that we have got through the better part of
the summer's programme a quiet look
around may pass a few minutes away pleasantly.
Taking one consideration with another, if I
may adopt the Gilbertian phrase, the lot of the
racing journalist is not a particularly happy
one. If any doubter scoffs at this simple state-
ment, let me refer him to the brightest of
books—"A Pink 'Un and Pelican," written by
acknowledged authority. That the life has a
certain fascination to anyone fond of existing in
a whirl of excitement must be admitted—that
it has attracted men of genius no all know, or
how else should we be able to account for the
graphic word pictures we get by day "red
hot" from the course. A moment's thought will
be sufficient to convince anyone that the duties
of a racing reporter are laborious and exhaust-
ing to a degree. Off by the earliest trains in
the morning, no matter what the state of the
weather may be, rattled off from station to
racescourse in cab, a hurried month here
and a bite there, and forthwith work com-
mences before the bell has sounded for the
first race. Then follow a series of telegrams
written out at top speed—telegrams in which a
wrong word or a faulty figure may mean more
than one would care to guess at—and later on
elaborate descriptions and "introductions" for
the morning papers, with prospects and selec-
tions. A drenching downpour brings a respite
to the cricket reporter, but there is no stopping
for rain at race meetings, and so the weeks and
months run on, each day bringing its own
"treadmill." Sundays should bring a break,
but Monday's papers have to be attended to, so
that it sometimes happens that a pack-up on the
Sabbath is inevitable. Is it any surprise that
the Monday meeting is unpopular with racing
journalists?

MASTERS OF THE SITUATION.

Had they the power, I have no hesitation in
saying that the gentlemen of the Fourth Estate
would abolish racing by Monday forthwith. I
do not stay to discuss the point; I merely pen
my conviction. But it is the thousands upon
thousands who follow the sport who are masters
of the situation. The great British public is
the force before which race promoters, owners,
and trainers submissively bow. The man in the
street may be as a spot of rain in the ocean when
engaged in potting out his weekly geraniums in
the delightful obscurity of a back garden, or
some similarly unobtrusive occupation, but in the
agglomerate he is a stupendous power. And it
will be when he ceases to patronise the Monday's
race meeting that they will cease, and not before.
Only a few days ago I was chatting with an
other newspaper man on this very subject,
and he had faint to confess that so long as
the public supported these fixtures no one at
all directly interested could afford, or
even felt inclined, to ignore them. I be-
lieve some other slight grievance exists
with regard to extending the number of races
in a day's programme from six to seven, but as
this is not a matter of any great interest to the
many I need not enter it here. And now a
word or two respecting the American invasion.
It is many months ago since I ventured to take
my stand along with those who argued that the
repeated successes of Sloan were due to some-
thing more than either luck or favoritism. From
the very first I have been a staunch believer in
the "lessening of wind resistance" theory; this,
at any rate, is more intelligible than the shallow
gossiping about horses being picked for him or
about races being made for him. I think we
shall all admit that by this time the point of the
sneer about the "monkey on a stick" position
has lost its significance (if ever it had any),
for the American jockeys have proved incontro-
vertibly that they can win on horses hitherto
provokingly unsuccessful. As I have read some-
where or other quite recently, there might be
some truth in these latter days were the state-
ment repeated about horses being picked for
these young gentlemen from America who adopt
the "monkey on a stick" position to get their
horses first past the post. When we look at the
statistical table of winning mounts we shall have
to acknowledge that the derision is not exactly
on the side intended. I could never quite
stomach the Sloan "gush" of a season or two
ago, although I appreciate how very easy it is to
turn the heads of a crowd; more recent par-
ticulars of this successful young rider would
soon indicate that he is a particularly shrewd
and level-headed man of business, and I can only
say that it might be more beneficial to some of
his worshippers if they could acquire some of
this same level-headedness. In time to come,
if our own jockeys are not too self-concoited
to take self-evident lessons to heart, they too
may realise that when galloping along in the
tooth of a wind at a rate of thirty miles an
hour some portion of the horse's burden may
be taken off by reducing the resistance to the
wind. It has been said over and over again
that English jockeys are too fond of expending
their brains upon artistic finishes than winning
the race, and as long as this is so we must
be prepared for the continued successes of

horsemen who start with the sole object of
"getting there," artistically or otherwise. Far
be it from me to set it down that we have no
jockeys capable of getting the utmost out of
their mounts, but facts are facts, and if the
results to date are not convincing I know of
nothing likely to be to the school of slow
learners.

JOCKEYS AND STABLE-BOYS.

One of the most remarkable modern instances
of the stable-boy's aptitude for getting the best
out of a sensitive thoroughbred was seen in
this year's Derby, when Jones won the
race for the Prince of Wales on Diamond
Jubilee. Anyone who has perused the interest-
ing books of reminiscences published during
the last dozen years by Turf worthies will have
noticed what a fruitful theme this has always
been. I suppose your successful, unassuming
jockey will always be able to command handsome
retaining fees; it is in the nature of things
that he should do so, but I am not so sure that
the giving of enormous money presents to the
rider of a winner of a big race does not do
more harm than good in the long run. Every-
one, I suppose, loves to see an artistic finish, but
this can be overdone at times. At any rate,
William Day had unbounded faith in the ability
of his stable-boys, as the following from his pen
will show:—"It may be bold to say so, but I
believe I am correct in my view, that jockeys
are more often than not the cause of the mis-
takes that are made in trials. Ludicrous as it
may appear, it is a fact that many of them try
to add to their reputation by winning trials!
To do so they will sacrifice everything; will take
advantage, if possible, of the boy that will ride
with them, and even jealously try to outdo each
other, thus making the trial a farce. In this
and other respects stable-boys have an advan-
tage. They are usually on horses they are ac-
customed to, thoroughly know the course, and
are always sure to make a good pace, which can-
not be said for all jockeys, if left to themselves.
And for these reasons I may confidently say more
mistakes are made in trials by jockeys than by
stable-boys. . . . What did the following
stable-boys do—for Maidmont and J. Parsons
at the time could scarcely be called by other
name, having only shortly before left my stables?
The former won the Derby on Cremorne,
and again on Kiebler, besides the Ascot
Cup, the Oaks, one Thousand, and many other
good races; and J. Parsons won the Derby on
anything but a first-class horse, Caracacus,
having ridden in public a few times before
beating The Marquis, with Ashmull up, and
thirty two other jockeys, the most fashionable
of the day, on many good horses. If crack
jockeys are, as is supposed, so infinitely superior
to stable boys, why on these occasions, and many
others, did not they show it by winning? or
wherein consists their over-whelming talent?
Some of the closest and best ridden races that
I remember to have seen have been ridden by
stable-boys. S. Adams, for instance, won the
Cambridgeshire by a head on Catch-em-Alive,
beating thirty-nine others, and again won it on
Lozenge, after running a dead-heat with Wol-
sey. He also won the Metropolitan on Joco by
a head, when the next three were so close to-
gether that the judge could not separate them.
Did not J. Adams ride Elcho also in the Metro-
politan with a consummate skill of an artist
when he defeated Caracacus by a head, and As-
teroid a by luck, ridden by that accomplished
jockey, Wells, then in his prime? Or who ever
rode a better race than he did on Weather-
bound for the Cambridgeshire when in the last
strides he won by a head? I have seen many
other stable-boys ride equally well, and could
refer to hundreds of such instances. . . . To
say that races are not sometimes lost by over-
anxiety on the part of the lad to "get home"
would be an extravagant assertion, yet in candour
their best friends will, I am sure, readily admit
that, on scientific principles, jockeys often lose
races by lying "out of their ground" in the
early part, or by coming at a critical instant
just too late at the finish, after a wonderful dis-
play of horsemanship. The effect is powerfully
thrilling and most admirable but still unsatis-
factory to all but themselves and the mob." These
words were written close upon ten years
ago by one of our most accomplished and
successful trainers, and in the main they are just
as true as if written yesterday. We had not then
the American jockeys with us, but we had the
"artistic finish." Which is not everything in
racing.

THE CYCLING CHAMPIONSHIPS.

That popular interest in the English cycling
championships has not entirely departed was
shown by the large measure of support accorded
the gathering held at Middleborough, the centre
of the important Cleveland iron district in the
North Riding of Yorkshire. There is too much
reason to believe that the influence of the
National Cyclists' Union has been considerably
weakened in some quarters, but if one may
judge from the enthusiastic proceedings on the
banks of the Tees recently the officials of this
organisation may take heart of grace and go on
their way rejoicing. By this time I have no
doubt the results are familiar to everyone in-
terested, so that I need not touch upon the de-
tails. But there are one or two items calling
for comment. In the first place I should like
to record my unbounded satisfaction at the
absence of Paul Albert, the fair-haired

Sore Throat
"You cannot do better than
gargle with 'CONDY'S FLUID.'"
SIR MORELL MACKENZIE, M.D.
(The Eminent Throat Specialist)
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CONDY & MITCHELL, London, England,
are the only makers.
"CONDY'S FLUID" can be purchased of
all Chemists and Druggists, or by direct order from the
Manufacturers.

and smooth-tongued young German who
last year carried off the principal of the
big amateur events with consummate ease.
The principal cause of this satisfaction is not
that I am jealous of the Teuton beating our
best amateurs, but because I entertain strong
suspicions as to the bona-fides of his amateur
status. I have known so much hypocrisy
practised in connection with these events and
so much officialism displayed, that in the in-
terests of our own men I think the N.C.U.
people ought to be doubly assured of the
credentials of visitors from the continent be-
fore they are permitted to take off the biggest
events of the year. When in Germany, in 1893,
I heard all manner of fanciful stories concern-
ing the social position of Albert, just as I had
heard similar stories of Eden, Lohr, Petersen,
and others, but these tales have been told in so
many different ways that I have grown acutely
suspicious as to their truth. Anyhow, it will not
surprise me to find Paul Albert figuring in some
races for cash prizes on the continent this season.
To what particular degree the winners of the
races at Grangeon last Saturday represent the
strength of English racing I should not care to
hazard any decided opinion. I cannot help think-
ing, however, that with professionals like Gas-
coyne, Jenkins, Chase, and Green absent, the
best of our men were not seen. Howard and
Camp are good men, but not so speedy. I fancy,
as either Gascoyne or Jenkins, whilst Green, in
form, would probably ride as fast as any of them
over a mile. Chinn seems to have recovered
some of his old form, but I note he had to un-
dergo the ordeal of a protest from Platt-Batts ere
he gained the award. This is somewhat sur-
prising, inasmuch as the Midland rider has usually
been credited with scrupulous care in riding
out of their respect for his own massive limbs.
Holloway, another rider hailing from the same
club, was not successful, for after winning the
quarter-mile race, Ingram, of the Polytechnic
C.C., sustained a protest successfully on the
ground of foul riding. As this is not the first
time Holloway has been disqualified—having
lost a big race in London a short time ago for
the same offence—it should be a serious warning
to him. He is yet a mere youth—quite a dip
of a lad, in fact—but has acquired a fine turn of
speed, and if he can rid himself of his faulty
steering, which is I am inclined to think more
a fault of the head than of the heart, he may
yet make a real champion. I suppose the
Union officials were satisfied, and as the locals
seem to have enjoyed the gathering thoroughly,
no one else need greatly complain of the absten-
tees.

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AND ENGINE WORKS,
NAGASAKI.
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A.I., A.B.C., Scott's and Engineering Codes
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DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 26 "
DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "
PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

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execute any kind of work in SHIPBUILD-
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NOTICE. [1619 2075-1]

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MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 19th August, 1899. [27]

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Hongkong, 16th June, 1900. [213]

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Hongkong, 17th July, 1900. [193]

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NOW AMOUNTS TO NEARLY
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VINOLIA SOAP CONTAINS NO SILICATES, RESIN, OR INJURIOUS
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DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th Aug. at Noon.
LONDON via SUEZ CANAL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON via SUEZ CANAL	RHIFEUZ	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Aug.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 10th Aug.
LYMEN via PORTS OF CALL	KONG ALBERT	Ger. str.	—	O. Cappers	MELCHERS & CO.	On 9th Aug. at Noon.
MARSEILLES &c, via PORTS OF CALL	ANNAH	Fr. str.	—	Poydenot	MESSAGERIES MARITIMES	On 13th Aug. at 1 P.M.
MARSEILLES &c, via STORE, &c	WAKASA MARU	Jap. str.	—	G. W. Macmillan	NIPPON YUSEN KAISHA	On 10th Aug. at Daylight.
MARSEILLES & LONDON	BANGA	Brit. str.	—	G. W. Babet	P. & O. S. N. Co.	On or about 14th Aug.
HAYRE & HAMBURG	SILEZIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On 9th Aug.
HAYRE & HAMBURG	MARBURG	Ger. str.	—	v. Binsor	CARLOWITZ & CO.	On or about 12th Sept.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 20th Sept.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 15th Oct.
NEW YORK via SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 15th Aug.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 15th Aug.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th Aug.
VICTORIA, B.C. & TACOMA v. AMOY &c.	VICTORIA	Brit. str.	—	J. Panton	DODWELL & CO. LIMITED	On 7th Aug.
VICTORIA & VANCOUVER, B.C. via MOI, &c.	TANTAL	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th Aug.
VANCOUVER via SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th Aug.
PORTLAND OREGON &c.	MORRISWORTH	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 4th Aug.
SAN FRANCISCO via SHANGHAI &c.	DOHC	Brit. str.	—	—	O. & O. S. S. Co.	On 7th Aug. at Noon.
SAN FRANCISCO via SHANGHAI &c.	NIPPON MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 16th Aug. at Noon.
SAN FRANCISCO via SHANGHAI &c.	CHINA	Amr. str.	—	—	PACIFIC MAIL S. S. Co.	To-day, at Noon.
SAN DIEGO &c, via FOCHOV, KOBE, &c.	EASTERN CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th Aug.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	GIDE, LIVINGSTON & CO.	On 9th Aug. at 5 P.M.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNICHEN	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 20th Aug. at Noon.
YOKOHAMA via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	—	P. & O. S. N. Co.	On 5th Sept. at Noon.
YOKOHAMA & KOBE	TAITUAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 4th Aug.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th Aug. at Noon.
NAGASAKI & WLADIVOSTOK	DAPHNE	Ger. str.	—	—	SIEMSEN & CO.	To-morrow, at Noon.
SHANGHAI	CHUSAN	Brit. str.	—	—	P. & O. S. N. Co.	On or about 3rd Aug.
SWATOW, AMOY & FOCHOV	HAICHING	Brit. str.	—	—	DOUGLAS LAFRAIR & CO.	To-morrow, at 4 P.M.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 5th Aug. at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	On 5th Aug. at Daylight.
MANILA	ESMERALDA	Brit. str.	—	—	SHAWAN TOMES & CO.	To-morrow, at 5 P.M.
MANILA	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd Aug.
MANILA	TSINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
CEBU & ILOILO	KASHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th Aug. at Noon.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	—	DAVID SASSOON, SONS & CO.	On 2nd Aug.
SINGAPORE, SOERABAYA & SAMARANG	CHUSAN	Brit. str.	—	—	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th Aug. at 2 P.M.

SHIPPING.

ARRIVALS.
 July 30, SUNDAY, British str. 1,021, S. W. Moore, Manila 27th July, Hong—Butterfield & Swire.
 July 30, AUREAD, German steamer, 611, Bowler, Haiphong 28th July and Haiphong 29th, General—JENSEN & CO.
 July 30, CHOSANG, British str. 1,194, G. H. Bowler, Shanghai via Swatow 26th July, General—JARDINE, MATHESON & CO.
 July 30, NAIMUNG, British transport, 2,862, W. H. Edge, Taku 24th July and Chiofo 25th.
 July 30, ISLANDA, British transport, 3,360, J. C. Tice, Bombay 14th July.
 July 30, VIKER, French gunboat, Lieut. Glon del Villeneuve, Saigon 24th July.
 July 30, PRINCEALTA, British transport, 2,209, T. A. Collins, Calcutta 17th July.
 July 30, EISE, German str. 900, Petersen, Canton 30th July, General—JENSEN & CO.
 July 30, CHANG HOCK KIAN, British steamer, 350, B. Panton, Singapore 23rd July, General—CHINESE.
 July 30, HATING, French steamer, 750, Bast, Haiphong 28th July, General—A. R. MARTY.
 July 30, NURNBERG, German steamer, 2,063, S. Stehr, Singapore 25th July, General—SIEMSEN & CO.
 July 30, OOPACK, British str. 2,517, J. Barber, Glasgow, Liverpool via Singapore 17th June, General—JARDINE, MATHESON & CO.
 July 30, PROGRESS, German str. 637, P. Brandt, Tournon 28th July, Rice and General—CHINESE.
 July 30, WALLABOO, British warship, 2,505, Nore, Sydney 2nd July.

CLEARANCES.
 At THE HARBOR MASTER'S OFFICE.
 30th July.
 Kamia, British str., for Samarang.
 Fushua, British str., for Canton.
 Vale of Doon, British bark, for Rajang.
 Clara, German str., for Kohov.
 Glenchee, British bark, for Calao.

DEPARTURES.
 July 29, BARON INVERDALE, British str., for Batavia.
 July 29, GOODWIN, British str., for Tacoma.
 July 29, ALEXIA, German str., for Nagasaki.
 July 29, NEARUDQA, British transport, for Bombay.
 July 29, BUFFALO, Amr. cruiser, for Taku.
 July 30, TONKIN, French str., for Europe.
 July 30, DENNET SIMONS, French str., for Shanghai.
 July 30, SULTAN v. LANGKUT, Dutch str., for Singapore.
 July 30, IZUTSU MARU, Jap. str., for Seattle.
 July 30, LYEMOON, German str., for Canton.
 July 30, ISLANDA, British transport, for Weihai.
 July 30, DAYBREAK, British str., for Shanghai.

VESSELS IN DOCK.
 At THE HARBOR MASTER'S OFFICE.
 Kowloon Docks.—U.S.S. Monterey, Chung-shu, Argus, Telchong, Phra Nang, Hanoi, R.C. Pelao.
SHIPPING REPORTS.
 The British steamer *Netrang*, from Taku 24th July and Chiofo 25th, had fine and clear weather with light southerly winds.
 The British steamer *Sungking*, from Manila 27th July, had light northerly winds, fine clear weather, with very smooth sea.
 The British steamer *Changang*, from Shanghai via Swatow 26th July, had light southerly wind and fine, clear weather to Swatow. From Swatow to port light S.W. wind and fine, clear weather.
 The British steamer *Cheang Hock Kian*, from Singapore 23rd July, had fresh to moderate S.W. monsoons and fine weather to Cape Padaran. From Cape Padaran to port light to moderate S. and S.E. winds, fine, clear weather and smooth sea.
 The British transport *Islanda*, from Bombay 14th July, spoke on 27th July *Westgate*, of Liverpool, in lat. 11.13 N., long. 110.53 E., from New York for Hongkong, 108 days out. 28th July, *Rathdown*, of Dublin, in lat. 14.33 N., long. 112.37 E., for Hongkong.

VESSELS PASSED ANKER.
 July 9, Dutch str., Ardjorno, Bagelus, June 2, from Rotterdam for Batavia.
 July 9, Dutch man-of-war, Samatra, from Padang for Batavia.
 July 10, British 4-m. bark, Muskoia, Crowe, April 20, from New York for Shanghai.
 July 11, Dutch str., Koning Willem II., Bakker, July 11, from Batavia for Amsterdam.
 July 11, British ship, Westgate, Naville, April 9, from New York for Hongkong.
 July 13, Dutch str., Koning Willem I., Hubert, June 8, from Amsterdam for Batavia.
 July 13, Norwegian bark, Freidig, Christophersen, from Batavia for Padang.
 July 16, British str., Yama, Sanders, July 16, from Batavia for London.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SANDAKAN.
 THE Company's Steamship
 "MAUSANG."
 Captain R. Cox, will be despatched as above TO DAY, the 31st instant, at 3 P.M.
 Cargo for KUDAT can be transhipped at SANDAKAN.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 27th July, 1900. [2087]

FOR NAGASAKI AND WLADIVOSTOK.
 THE Steamship
 "DAPHNE."
 Captain Nissen, will be despatched for the above ports TO-MORROW, the 1st August, at Noon.
 This Steamer has superior accommodation for First Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Hongkong, 27th July, 1900. [2100]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "CATHERINE APCAR."
 Captain J. G. Offient, will be despatched for the above ports TO-MORROW, the 1st August, at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON, SONS & CO.,
 Agents.
 Hongkong, 28th July, 1900. [2083]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "ESMERALDA."
 Captain G. T. Blaxland, will be despatched as above TO-MORROW, the 1st August, at 5 P.M.
 This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 30th July, 1900. [2078]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR CEBU AND ILOILO.
 THE Company's Steamship
 "KASHING."
 Captain Hopkins, will be despatched as above on THURSDAY, the 2nd August.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 31st July, 1900. [2047]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "SUNGKIANG."
 Captain Moore, will be despatched as above on FRIDAY, the 3rd August.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 31st July, 1900. [2086]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship
 "MAIDZURU MARU."
 Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 5th August, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 30th July, 1900. [15]

HAMBURG-AMERIKA LINIE (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIFEST, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 SILEZIA HAYRE & HAMBURG On 9th Freight and
 Capt. Behrens (London with transhipment in Hamburg) Aug. Passage
 MAKBURG HAYRE & HAMBURG (About 12th) Freight.
 Capt. e. Binsor (London with transhipment in Hamburg) Sept.
 SIBIRIA HAYRE & HAMBURG (About 20th) Freight and
 Capt. Braum (London with transhipment in Hamburg) Sept. Passage.
 SAXONIA HAYRE & HAMBURG (About 30th) Freight.
 Capt. Jager (London with transhipment in Hamburg) Sept.
 SERBIA HAYRE & HAMBURG (About 12th) Freight.
 Capt. Sachs (London with transhipment in Hamburg) October.
 These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 CARLOWITZ & CO.,
 AGENTS.
 HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 26th July, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
 FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
VICTORIA	3,502	J. Panton	Aug. 7	MONSHIRE	2,872	J. Kennedy	Aug. 4
QUEEN ADELAIDE	2,832	F. McNair	Aug. 29	BRADMAN	3,301	W. Watt	Aug. 25
DURGO OF PIPE	3,821	J. S. Cox	Sept. 5	ARGYLL	2,807	W. S. Thomson	Sept. 20
				MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES AND TO EUROPE.
 HONGKONG TO LONDON, £47.
 Excellent accommodation. First class Table. Doctor and Stewardess carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, £41.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.
 The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER and ST. MICHAEL.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Ports and to Canadian and United States Ports.
 Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. For Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon. Goods shipped by that route.
 Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED,
 General Agents.
 Hongkong, 26th July, 1900. [10]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SEANGHAI. { CHUSAN { About 3rd { Freight or Passage.
 { C. T. Denny { August {
 FOR LONDON &c. { COROMANDEL { Noon, 4th { See Special Advertisement.
 { F. W. Vibert, R.N.R. { August {
 YOKOHAMA via NA. { ROHILLA { About 4th. (Passing through the Inland
 GASKI and KOBE { C. H. S. Toomey, R.N.R. { August { Sea). Freight or Passage.
 MARSEILLES AND BANCA. { About 14th { Freight
 LONDON { G. W. Babet { August {
 For Further particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th July, 1900. [1]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration)

"EMPEROR OF CHINA" Comdr. H. Archibald, R.N.R. WEDNESDAY, 8th Aug. 1900
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1900
 "EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 26th Sept. 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c. apply to
 D. E. BROWN, General Agent,
 Pender Street.

Hongkong, 19th July, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIG ALBERT	THURSDAY	9th August
WELMAR	THURSDAY	23rd August
PRINZ HEINRICH	THURSDAY	6th September
PREUSSEN	THURSDAY	20th September
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October
SACHSEN	WEDNESDAY	17th October
OLDENBURG	WEDNESDAY	31st October
BAVERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	28th November
KONIG ALBERT	WEDNESDAY	12th December
PRINZ HEINRICH	WEDNESDAY	26th December

ON THURSDAY, the 9th day of August, 1900, at Noon, the Steamship "KONIG ALBERT," of the Norddeutscher Lloyd, Captain O. Cappers, with MAILE, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 7th August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 8th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 8th August.

Contents of Packages must be entered on red. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 28th July, 1900. [8]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	ROBE and YOKOHAMA	FRIDAY, 3rd Aug. at DAYLIGHT.
WAKASA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th Aug. at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.

A. S. MIHARA,
 Manager.
 Hongkong, 23rd July, 1900. [12]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.
 THE Steamship
 "INDRAVELLI"
 Captain W. E. Craven, will be despatched as above on or about the 24th August.
 For Freight, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 20th July, 1900. [2026]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON (via SUEZ CANAL).
 THE Company's Steamship
 "PROMETHEUS"
 Captain Day, will be despatched as above on TUESDAY, the 4th September.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 27th July, 1900. [2099]

NORDDEUTSCHER LLOYD.
 REGULAR SERVICE
 FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.
 Calling at SAIPAN, PONSAP, FIUKIDICH, WUEHLSHAFFEN, FINSCHHAFFEN, HERBERTS-HOHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
 On WEDNESDAY, the 5th September, 1900, at Noon.
 THE Steamship
 "MUNICHEN."
 (4,500 Reg. Tonnage)
 Captain Krobe, with 24th Passengers, Specie and Cargo, will leave this Port as above.
 The steamer has splendid accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.
 For further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 19th July, 1900. [2018]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.
ALGOA (via Meiji, Kobe, Yokohama and Honolulu) THURSDAY, Aug. 2, at Noon.
*For Cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.
CITY OF BEIJING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM.

Acting Agent.

Hongkong, 25th July, 1900. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above port.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to M. MARSHALL, Acting Superintendent.

Hongkong, 23rd July, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship "CHUNSAUNG," Captain Buller, will be despatched as above on SATURDAY, the 4th August, at 2 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th July, 1900. [2038]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(Rex, M. SLOMAN & Co., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA," Capt. Petersen, will be despatched for the above port on or about 4th August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1617]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLSLE CITY" About 6th Aug.
S.S. "SPRINGFIELD" About 15th Sept.

THE Steamship "CARLSLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
DONOR (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

CORICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

GABRIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th July, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "CALCHAS," Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900. [1865]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900. [1912]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

THE Company's Steamship "SARPEDON," Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1893]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 13th August, 1900, at 1 p.m. the Company's Steamship "ANIAM" Captain Poynders, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 12th August. (Parcels are not to be sent on board, they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st July, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2101]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship "TARTAR," Commander H. PRYDE, R.N., 4,425 Tons Gross Register.

Will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., VIA MOJI, KOBE AND YOKOHAMA, (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 21st July, 1900. [1911]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900. [2048]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.
"AMERICA MARU" (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 23rd June, 1900. [5]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN," Captain Anderson, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1900. [2103]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPPEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1083]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above LINE are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LINDY, SOUTH AFRICAN STEAMSHIP CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 20th August.

For Freight, apply to DODWELL & CO. LD., Agents.

Hongkong, 23rd July, 1900. [2054]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

GEMSHREE, British Lark, Burns—Sander, Wieler & Co.
J. P. HITCHCOCK, Amer. ship, Gates—Siemens & Co.
R. C. RICKMERS, German ship, Otto—Arnhold, Karberg & Co.
VALDE OF DOON, British bark, Petersen—Sander, Wieler & Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO' LONDON AND STRAITS.

THE Steamship

"GLENESK" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd August will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 27th July, 1900. [2085]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WEIMAR," OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

